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May 6, 2019

Mr. William Brewer
Associate, Development and Investment Services
Trammell Crow Company
1055 Thomas Jefferson Street, NW Suite 600
Washington, DC 20007

Re:

*Armature Works Valet Parking
1200 Third Street NE
Washington, DC*

Dear Bill:

Trammell Crow has asked Walker to explore the use of valet parking and remove all parking from the 0-1 Mezzanine Level. A minimum of 321 spaces is required.

The current design consists of three levels of parking: the lowest level of parking is B2, the next level up is B1 which is the level at which vehicles enter and exit the garage and then the level above is the 0-1 Mezzanine. All parking is on flat floors, a circular express ramp connects the levels. The stalls are at 90 degrees to the drive aisle, all traffic flow is two way. Retail customers, hotel guests, residents, and employees will park in the facility. Some stalls will be reserved for hotel vehicles that are valet parked. The drop off/pick up area for hotel guests is done outside the garage on M Street.

To achieve the desired car count of 321 parked vehicles on Level B1 and B2, Walker has recommended the following strategy of using assisted valet parking. The vast majority of parking in the structure will remain self-park. During peak parking demand and all the self-park spaces are taken, the drivers will self-park their vehicles as guided by a valet to be parallel parked along one side of the drive aisle. The keys are then given to the valet. When a self-park driver returns and finds their vehicle is blocked by a parallel parked vehicle, they will need to find the valet and request the blocking vehicle be relocated so they can exit. Once the striped self-park space is empty, the valet will park the previously parallel parked vehicle into the self-park space. When the driver of a parallel parked (or relocated) vehicle returns, they will need to find the valet to obtain their keys and can exit.

Even with a parallel parked vehicle in the drive aisle, there is sufficient width for a vehicle to pass by the parallel parked vehicle. If an oncoming vehicle where to be in the drive aisle, one driver would need to stop and let the oncoming driver pass by. Yes, this is a slight inconvenience, however, it is not uncommon in the parking industry.

Residential peak hour traffic and hotel peak hour traffic volume is relatively small, and their peak hours partially overlap. The amount of retail in this project is quite small and many customers will already be on site as part of another trip and therefore we do not expect significant peak hour traffic volumes. The valet operator will quickly learn how much staff to provide at the various times during the day to make sure the returning driver does not wait an excessive amount of time to have a blocking vehicle relocated.



In our professional opinion, an assisted valet garage operation will allow you to eliminate Level 0-1 Mezzanine parking and still be able to provide an acceptable level of service for accommodating expected peak hour traffic volumes with a properly staffed valet operation. Assisted valet parking is not an uncommon strategy in the parking industry.

Please call me if you have any questions.

WALKER CONSULTANTS

A handwritten signature in blue ink, appearing to read "Michael P. Albers", is written over a faint, light blue circular watermark.

Michael P. Albers, P.E.
Vice President